



Montana and the Sky

MDT- Department of Transportation

Aeronautics Division

Vol. 49 No.7

July 1998

1998 MONTANA AVIATION AWARENESS ART CONTEST WINNERS

Congratulations to Montana's aviation enthusiasts and thank you to all those who participated in the 1998 aviation awareness art contest.

The first place winners in each category were treated to a round-trip flight from their hometown to Helena with their parents. The aviation awareness day began in Helena with a tour of the capital. The awards were presented by Governor Marc Racicot; Mike Ferguson, Aeronautics Administrator; and Jeanne Lesnik, Safety and Education Bureau. The winners and their families were treated to lunch at the Landing Strip and flown back home after a visit to the Helena Airport Tower.

Adam Weitz, the winner of category III, is the high school winner who will attend the 1998 Experimental Aircraft Association Air Academy in Oshkosh, Wisconsin. Adam's travel is compliments of Northwest Airlines and the academy is sponsored by Montana pilots attending the Montana Aviation Conference that donate to the scholarship fund.

Thank you to all the Aviation Art contest participants and supporters!

Category I (grades 1-4)

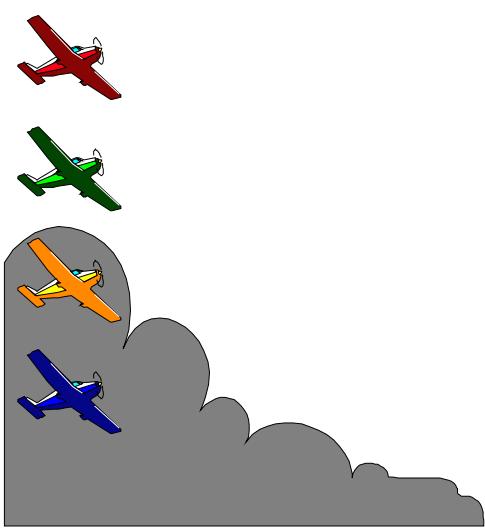
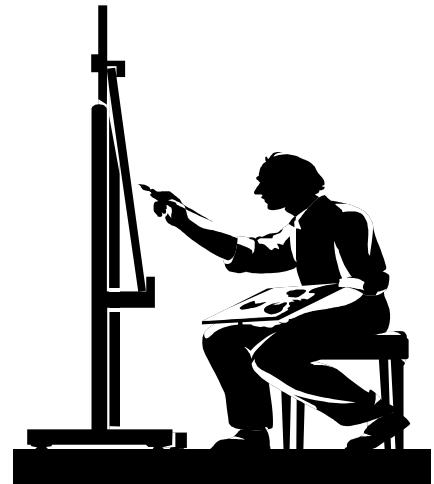
- 1st, Colt Ferguson, Fort Peck
2nd, Samantha Dorne, Swan Lake
3rd, Kayla Thompson, Roy

Category II (grades 5-8)

- 1st, Crystal Dorne, Swan Lake
2nd, R. Jay Teter, Huntley
3rd, Anna Schumacher, Livingston

Category III (grades 9-12)

- 1st, Adam Weitz, Helena
2nd, Katrina Wahl, Cut Bank
3rd, Butte



Tom Weitz, Ann Weitz, Governor Marc Racicot and Mike Ferguson congratulate Adam Weitz, Helena High School, grand prize winner of the 1998 aviation awareness art contest.

Administrator's Column

PARK SKEWS EVIDENCE: The United States Air Tour Association (USATA) which represents commercial air tour operators, charged the National Park Service (NPS) with dramatically overstating the noise impact of aircraft overflights of the Grand Canyon in order "to show more aircraft noise than actually occurred." The USATA cited a noise study conducted by an independent engineering firm for the Helicopter Association International which was further reviewed by an aerospace engineering professor at Georgia Tech University and found that the NPS altered an industry-standard computer program that systematically caused the computer model to show more aircraft overflight sound in the Grand Canyon than actually occurred; assigned trained specialists to listen for the threshold of sound, which was approximately 30dB, then lowered that threshold by more than 10 dB to plot their sound overlays; "took liberties" when it used a 12-hour day instead of a 24-hour day to plot the noise impact area, a change that doubled the illustrated impact of aircraft overflights; claims to have shown that the government studies were biased and misleading due to several invalid and unscientific assumptions that overstate the sound levels and sound detectability; that when these errors are corrected, the result is that over 95 percent of the Grand Canyon National Park will meet the Park Service's own definition of natural quiet in the busiest month for air tours (July). USATA president Steve Bassett stated that "the Park Service appears to have deceived Congress, the air tour industry and the public when it stated that natural quiet had not been restored at the Grand Canyon. We believe there is ample evidence here for Congress to be more than a little suspicious of the information they are receiving for the NPS".

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FAA TRAFFIC TICKET OPPOSED: FAA Administrator Jane Garvey has been receiving a strong message from the aviation industry over the FAA's proposed new "Traffic Ticket" program designed to increase efficiency and save paperwork thus streamline the enforcement process. The program is officially called the Streamlined Administrative Enforcement Process. National aviation organizations including the Experimental Aircraft Association (EAA), Aircraft Owners and Pilots Association (AOPA), Air Line Pilots Association (ALPA), and National Air Transportation Association (NATA) have voiced strong opposition to this flawed scheme. The "traffic ticket" program allows an FAA inspector to act like a traffic cop and issue a ticket on the spot for an alleged regulatory infraction and leaves a pilot with little chance to dispute or appeal an inspector's interpretation of the infraction. Under the current process, the inspector must write a letter to the pilot, notifying them that they are the subject of an administrative action and the so called violator may write a letter back pro-

viding the FAA with details or mitigating factors and request the inspector to reconsider. In response to the strong opposition FAA Administrator Garvey has put an indefinite hold on implementation of the "ticket program" until after meetings with industry people are held and hopefully she will then "deep six" the program!

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CONDOLENCES: I was saddened when I returned from vacation to learn that LeRoy Keilman passed away on June 20th. LeRoy was a long time friend of mine, going back to my early days as a small FBO in Billings. At that time LeRoy would fly his beloved Bonanza in from Miles City to have it maintained at my Beechcraft maintenance facility. He was always very observant of every maintenance detail and although very particular, he was always a gentleman and it was a pleasure to have him. Years later LeRoy sold his Bonanza but kept active in flying by purchasing an Alon (Ercoupe) and about 6 years ago he purchased another Bonanza - from me. He flew this Bonanza as well as his Alon until he lost his medical about two years ago but still flew with a qualified pilot. LeRoy was 87 years old when he passed away and flew for most of his adult life. He was an avid supporter of aviation and we will all miss him. On behalf of the Aeronautics Board and Division and the aviation community, I wish to extend our sincere condolences to LeRoy's entire family.

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PARK OVERFLIGHT BILL: The Senate Committee on Commerce, Science and Transportation passed out of committee a compromise bill which drew support from industry groups including the United States Air Tour Association, the National Air Transportation Association and the Helicopter Association International all serving on the National Parks Overflights Working Group (NPOWG). The National Parks Overflights Act of 1997 is the result of years of debate and intensive negotiations between the interests of national parks, conservationists, Native Americans and the aviation industry. Of great relief to the aviation industry is that the Act ensures that the FAA will continue to control airspace.



Montana and the Sky
Department of Transportation
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Marv Dye, Director

Official monthly publication of the
Aeronautics Division
Telephone - 444-2506
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Helena, MT 59604
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Montana and the Sky is published
monthly in the interest of aviation in
the State of Montana.
Third Class postage paid at Helena,
Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Patty Kautz

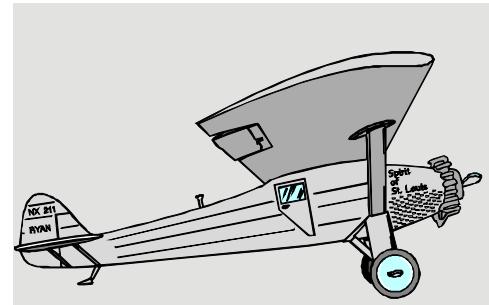
Filing a NASA ASRS Report

Pilots and other airspace users can file an aviation safety reporting system (ASRS) report with NASA to improve aviation safety. A report becomes anonymous and cannot be used against you in any FAA enforcement action. The FAA can conduct its own investigation of your activities and find you in violation. If, however, you can document proof of filing a report to NASA ASRS within 10 days of the date of the violation, no certificate suspension or civil penalty will be imposed if:

- the violation was inadvertent and not deliberate;

- the violation did not involve a criminal offense or accident;
- you have not been charged in any FAA enforcement action within the past five years;

ASRS forms are available from FAA Flight Standards District Offices, Flight Service Stations or from NASA ASRS, P.O. Box 189, Moffett Field, CA 94035.



Aviation Safety Program Seminars

Randy Rogers, Manager, Great Falls AFSS
"Getting the Most from Pilot Weather Briefings and inflight services from the AFSS"

Tom Davidson, Manager, Quality Assurance Staff
"What QA is to the ANM Air Traffic Control System"
"Accident Incident Investigation and Resulting Trends"
"Hearback/Readback Problems in the ATC system:
"What ANM-505 can do for a downed pilot"

Don Caruthers, Manager, Great Falls ATCT Hub
"Radar and non radar arrival and departure services available from ATCT's"

Andy Marosvari, Radar Controller, Salt Lake ARTCC (Center)
"Radar and non radar services available from Salt Lake ARTCC"

Locations

August 5, 1998 – 7:00-9:00 pm
Best Western Copper King Inn
4655 Harrison Avenue, Butte, Montana

August 6, 1998 – 7:00-9:00 pm
Best Western Colonial Park Hotel
2301 Colonial Drive, Helena, Montana

August 12, 1998 – 7:00-9:00 pm
Montana State University - Strand Union --
Room 106E 7th & Grant Street, Bozeman,
Montana

Sponsored by:

Federal Aviation Administration Aviation Safety Program – Helena
For more information call Jim Cooney –
(800)457-9917

July 8 - 12 - Northwest EAA Fly-in, Arlington, WA.

July 11 - Hamilton Airport Open House and Pancake Breakfast. Contact Warren Woolley 363-0874.

July 11 - MPA North Central Hangar Annual Fly-in Breakfast and Toy Show, Havre City County Airport.

July 17 - 19 - Schafer Meadows Annual Work Session.

July 17 - 19 - Kalispell Family Fly-in, Kalispell City Airport.

July 29 - August 4 - 46th Annual EAA Fly-in Convention, Oshkosh, WI

August 5 – Aviation Safety Seminar, 7:00 – 9:00 pm, Copper King Inn, Butte.

August 6 – Aviation Safety Seminar, 7:00 – 9:00 pm, Colonial Inn, Helena.

August 6 - 9 - Montana Antique Aircraft Association Three Forks Fly-in, Progresa Field.

August 7 - 9 - Fifth Annual Splash-in - Fly-in, Stillwater Landing, Lower Stillwater Lake, 14 miles northwest of Whitefish.

August 8 - 9 - CAP Search & Rescue Training Exercise, Kalispell Airport. Contact CAP Liaison Office at (888)454-3287.

August 12 – Aviation Safety Seminar, 7:00 – 9:00 pm, Strand Union, Room 106#, Montana State University, Bozeman.

August 15 - Fly-in Pancake Breakfast, War Bird Fly-bys, Bozeman Airport. Contact John McKenna 587-4746.

September 4 - 7 - 5th Annual Silver City Fly-in, Silver City Airport.

September 5 - 7 - Annual Labor Day Family Fly-in, West Yellowstone.

September 11 - 13 - Laurel Fly-in and Swap Meet.

September 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

September 19 - Aerotronics Annual Open House, Billings.

February 5 - 6, 1999 - Flight Instructor Refresher Clinic, Helena.

February 25 - 27, 1999 - Montana Aviation Conference, Copper King Inn, Butte.

MONTANA TEACHERS TO ATTEND SPACE PROGRAM

Five Montana teachers have been chosen to attend a summer institute at the Center for Advanced Space Studies in Houston, Texas. Kaye Ebelt of Missoula, Richard Lewis of Geraldine, Cynthia Pokorny of Big Fork, Monica Tomayer of Conrad and Troy Voeller of Fairfield will travel to Houston in July for Liftoff 1998.

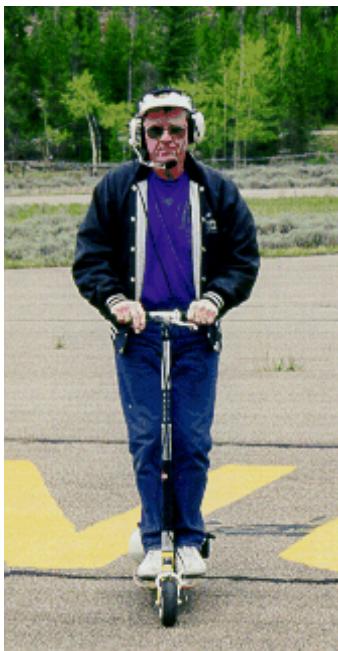
They will attend a weeklong workshop with 60 other middle and high school teachers from around the country. The workshop will include presentations by astronauts, scientists and engineers.

The teachers will tour NASA Johnson Space Center and Space Center Houston. The teachers were chosen according to their leadership qualities and their commitment to science, math and technology.

Congratulations to these five Montana educators!



Benchmark Annual Work Session



A hearty, but small group braved the rain and gathered at the Benchmark Airfield, 30 miles west of Augusta in the Lewis and Clark National Forest Memorial Day Weekend to perform annual maintenance. The airfield was constructed in 1966 through a joint venture between the Montana Aeronautics Commission, the United States Forest Service and the FAA.

Pictured clockwise: Mike Ferguson, Lanny Hanson (with the help of Rudder) and Bob Lipscomb try their skill at spraying weeds while motoring down the runway on a skooter provided by Lanny. Mike monitored air traffic (figure that one out!), Lanny recovered nicely after a view from the ground and Bob was all business! Martin Hale chops wood to stock in the campground for future pilot campers. Larry and LaLonnie Larson provided evening campfire music. Jo Royal, and Jim Ellis of Alaska visit with Gloria Hermanson. The wood stackers were Gloria and Peg Lipscomb.

The airfield boasts paved tiedown areas and a paved runway (6,000' x 100') and is owned by the USFS.

Many thanks to those who continue to support the effort and participate in the annual work sessions held to maintain and preserve the backcountry airstrips in Montana.

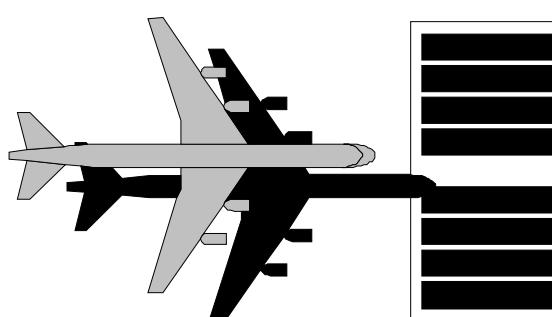
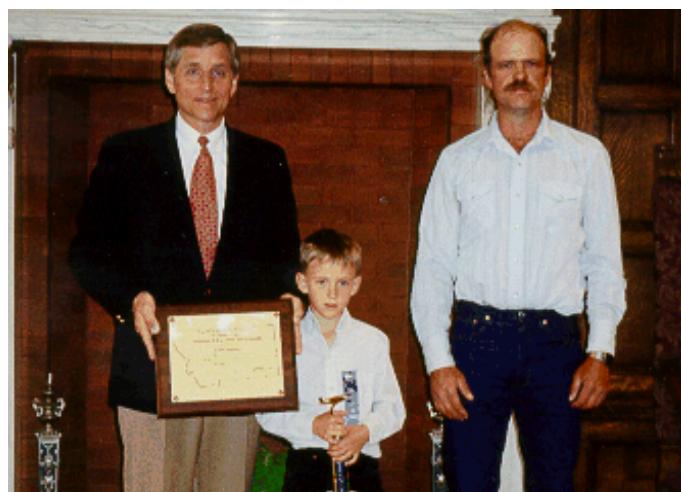


AVIATION AWARENESS ART CONTEST

Pictured clockwise: Adam Weitz accepts his award from Governor Marc Racicot, including an all expense paid trip, airfare included (compliments of Northwest Airlines) to attend the two-week Air Academy at the world's largest aviation event – EAA Fly-in Convention at Oshkosh, WI. Category II winner Crystal Dorne with the Governor and her parents Carol and John Dorne and her younger sister, Samantha who received second place honors in the Category I Division. Colt Ferguson, a proud first grader from Fort Peck attended the ceremony with his father Bruce. The winners pose in front of the state's Capitol following the awards ceremony.

Watch for pictures of the winning artwork in next month's issue of Montana and the Sky.

Many thanks to Northwest Airlines and the many participants who give so generously to this program each year at the annual Montana Aviation Conference and to Governor Racicot for recognizing these exceptional youth.



NEW PAN AM WEATHER SYSTEM INSTALLED IN HELENA

By: James R. Greil, Aviation Support Officer

The Montana Aeronautics Division has recently completed installing a new PAN AM WeatherMation IV system in Helena, replacing the old system which has been there for a number of years. The new WeatherMation IV system has a number of new items never available before on the old system. The most eye-grabbing new feature is the enhanced graphics and up the minute radar weather analysis. Included with the system is an easy to use touch pad which literally puts radar, winds, weather depiction data, frontal information and satellite imagery, or any combination thereof, in an eye pleasing graphic on the screen with the touch of a button. Those same images can also be "animated" and put into motion to show the trend analysis. Another nice feature is the ability to toggle between a plain map view and a topographically correct map view with any information currently selected on the screen. If the user wants, they can still view all of the NOAA charts and maps that they have been used to seeing on the old system. Users can also see all of the exact same legal weather briefing information such as flight planning info, metars, area forecasts, sigmets, airmets, etc., as they used to on the old PAN AM. The Division still maintains a previous version of the PAN AM WeatherMation unit at the Kalispell airport.

Like the old system, the WeatherMation IV will allow users to remotely access the textual information with the use of a computer and a modem. Modem users, like the old system however, are limited to receiving only text information or both text and NOAA chart information when using the PAN AM software purchasable through PAN AM System Inc.). The number for the new system has not changed, and those people using the system via modem should not notice a difference from the old system. The old PAN AM system used to have a communication problem between itself and the Practical Peripherals modem brand, however this problem should have been corrected when dialing into the new system. Users with a practical peripherals modem dialing into the Kalispell unit may still experience some problems. Those experiencing problems should contact PAN AM Systems Inc. directly and see if some tinkering with the dialing prefix can be done with their modems to get them to work. Modem users accessing the new unit in Helena should try using either of the following dialing prefixes: AT&FDT or AT&FC1&D2DT. The Kalispell unit is only able to communicate with modems at 2400 bps or slower. The new system now allows speeds up to 19.6 bps, however, if you are using the PAN AM software to access the system, due to a software flaw you may only use 9600 bps or slower. Users with high speed modems connecting to the Kalispell PAN AM unit still need to turn off their high speed data compression features. All modem users should configure their modems the following way: error correction mode – off; 8 data bits; 1 stop bit; parity – none; BPS 19.6 or slower (9600 or slower if using the PAN AM software and 2400 or slower if connecting to the Kalispell unit).

The new PAN AM WeatherMation IV is a great addition to the Helena airport and should provide user-friendly service for years to come. To access the systems via modem, to call PAN AM Systems and to contact us at the here at the Division with any questions or comments, please refer to the following numbers. Good luck and good flying.

Helena PAN AM System (406)449-6416

Kalispell PAN AM System (406)756-3249

PAN AM Systems Inc. 1-888-726-2649

MT Aeronautics Division (406)444-2506

Scholarship Awarded

Pictured from left to right are Dave Coon, General Manager West Air, Gary Jackman, annual West Air Scholarship award winner, and Konrad Akland, West Air Business Partner. Gary was the recipient of the first annual West Air Scholarship. The scholarship is awarded annually to a deserving student currently attending Helena Vo Tech who has shown strong interest in pursuing their Airframe and Powerplant License and broadening their knowledge of aviation.

The selection process is lengthy, as all nominees are very competitive. Congratulations Gary, on your recent selection as the 1998 West Air Scholarship winner. Gary will be attending Helena Vo Tech this fall when school resumes, in pursuit of earning his certified Airframe and Powerplant License. "Good Luck" Gary from all of us at West Air.

Anyone interested in applying for future scholarships should contact Helena Vo Tech at (406)444-6800.



Wings of History

Fifty years has done nothing to dim the mystique of the warbirds. Young children stare goggle-eyed. Veterans gaze longingly and reminisce to anyone who will listen. Aircraft enthusiasts spend hundreds of dollars for the privilege of taking a ride.

Two of the finest examples of American World War II air power were on display at Exec Air Montana at the Helena Regional Airport.

The B-24 Liberator – the only remaining flying B-24 in the world – and the B-17 Flying Fortress are owned by the non-profit Collings Foundation, based in Stow, Massachusetts.

The planes tour an average of 147 cities in 35 states annually, giving the general public a taste of aviation history that wouldn't be otherwise available.

More than 18,000 B-24s were built, making it the most widely produced American aircraft of the war. However, unlike the B-17, which was used extensively in the post-war years to carry cargo, perform high-altitude research and fight forest fires, the B-24's design made it of little value after the war.

Many ended up in scrap heaps, but several ended up in the Indian Air Force. Nine other Liberators exist, but none have been restored to flyable condition.

The plane's renovation took 3 ½ years, 97,000 man-hours of work and \$1.3 million. The Collings Foundation's restored the aircraft to flying status to promote their historical value. Original plans called for a five-year, around-the-country tour. That was eight years ago.

The Foundations's B-17 is slightly less rare – approximately 10 are still known to exist. The Flying Fortress is one of the most well-known of the World War II bombers because of its role in movies such as "Twelve O'Clock High" and "Memphis Belle."

Each of the aircraft cost approximately \$2,000 per hour to fly and all of the funds for maintenance and operations of the aircraft come from donations.

Tours were conducted while the aircraft were on the ground at Exec Air in Helena and other locations in Montana. John Maxness and Dan Norhton, owners of Exec Air each got a turn at the controls of the B-24, John flying a leg from Missoula to Helena and Dan flying the Helena to Bozeman leg. Dennis Huck of Exec Air was also treated to a ride in the B-24. In addition, a limited number of flights were available to those interested in making a generous donation.

Thanks to Exec Air and the other Montana FBOs who played a role in attracting, sponsoring and treating Montanans to this piece of aviation history.



The B-24 Liberator saw action in battles such as D-Day and the attack on Berlin and was used by every branch of the United States armed forces during the war.



At left, the B-17 Flying Fortress which was the more famous of the two bombers. Above, a 1941 Stearman owned and piloted by Dick Schultz of Novato, CA also accompanied the Wings of History Tour.

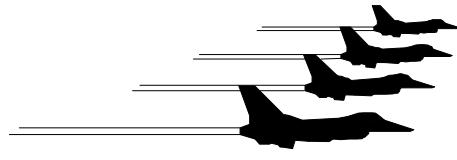
FAA Drop In Program

Col Jerry Hover, Montana Wing commander of the Civil Air Patrol, (CAP), has announced that the members of the Montana Wing CAP, will not be participating in the "Operation Drop In" program. The program has recently been established by the FAA.

The purpose of the program is to record aircraft tail numbers in an effort to identify aircraft used to transport illegal drugs. Hover said, "Our aircrews are dedicated to providing search and rescue and disaster relief flying. I think it is much better if we concentrate on that role." There has been a great deal of controversy about the benefits of the program and about the use of the Civil Air Patrol.

He stated that, we are all very concerned about the flow of illegal drugs into our country, but he didn't feel this particular program was worthwhile. "Montana is a state with a small and closely knit aviation community," said Col Hover. "If we have people in our state doing something illegal with an airplane, someone is going to notice and report it. Perhaps in California or Texas this program would be advantageous, but not in Montana."

The Civil Air Patrol is, by law, the official auxiliary of the United States Air Force.



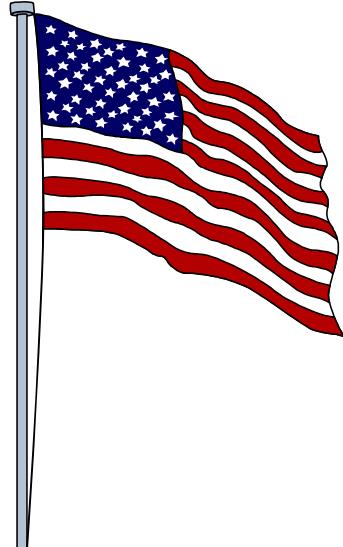
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Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.

TWO AVIATION RULES TO LIVE BY

Number 1: ALWAYS FLY THE AIRPLANE

Number 2: NEVER TRY TO FLY THROUGH A THUNDERSTORMNEVER.



July 1998

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